Railroads.

miles of tunnels in its under-d workings, and that although not yet one-third as deep as the

the amount of earth taken out decreasing until at the bottom there are little more than the tracks used to carry the cars of blue clay to the shaft.

All the ore is taken from the lowest level. Great wells have been sunk through the pipe from too to bottom, and the blue ground of each height is carried through unnels to these wells and dropped into reservoirs at the bottom. There it is loaded by gravity into the cars, which carry it to the shaft. At present they are raising 10,000 loads to the surface everyday. Four thousand negroes are employed, and in busy seasons the miners work day and night.

Scenes in the Mines.

It was in company with Mr. Fuller that I went through the Dutoitspan. The mines are dirty and the rock is so sharp that it cuts one's shoes. For this reason we were given boots of sole leather such as are used by the miners, and were clad in miners' clothes.

this reason we were given boots of sole leather such as are used by the miners, and were clad in miners' clothes.

Entering the shaft, we dropped quickly to the 750-foot level, and made our way by foot through the tunnels into the great plue. We went along a car track, bassing trains of this blue ground hauled by American electric locomotives. As the cars reached the shaft they were dumped without stopping. Their contents foll into a great Iron skip, and a touch of a button sends them to the top. The arrangements are such that two boys can unload 4,000 cars in eight hours, and so that, working all day they can hoist 12,000 cars to the surface.

As we watched the blue ground flying by I asked Mr. Fuller to give me some idea of the profits of the mining. He replied that the Droft of the mining. He replied that the flow ground that the broft on the ore then going up was something like \$37,000 a day. That means \$1,500 an hour day and night, or \$25 per minute, week in and week out. In addition this, the blue ground bays the mining cannot flow and of that more than \$100,000 is for wages slone. Talk about your golden streams! As for me, I would prefer one of these streams of dismonds.

We passed a continuous line of such than the walked for miles through the streams of dismonds.

We passed a continuous line of such the surface made in the pine to get out the blue ground. Much of the mine streams along with candes, jumping to this side and that to avoid being run through them. They are cut here and instruction in the cars. The tunnels are just about as high as one's head, and her own the natives we could see an electric light at a grossing mile or so in the distance.

Everywhere we went the natives pare working. Here they were load.

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all the Bouth. Through coach for
Gance City, Oxford, Durham.
6:00 P. M.—Ex. Sunday—Keysville Local.
12:30 A. M.—Daily—Limited Pullman ready,
9:30 P. M. for all the South.
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4:30 P. M. for all the South.

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3:15 P. M.—Monday, Wednesday and Friday—Local to West Point,

4:30 A. M.—Ex. Sundays—Local to West

7:00 A. M., 9:30 P. M.—From all the South,
4:12 P. M.—From Charlotte, Raleigh, Durham, Chase City and local stations.
8:40 A. M.—From Keyaville—Local.
9:20 A. M.—From West Point, and from
Baltimore Wodnesday, Friday and
Sunday,
10:45 A. M., 5:45 P. M.—Local from West
Point.
8. E. RUBGERS, D. D.

Richmond, Fredericksb'g & Potomac R. R. SCHEDULE EFFECTIVE SEPT. 6, 1908.

\*5.20 P.M. Hain St. Sta. \*0.06 P.M. Byrd St. Sta. \*8.20 P.M. Byrd St. Sta. \*10.45 P.M. Main St. Sta. ASHLAND ACCOMMODATIONS - WEEKDAYS.

Leave Elba Station - 6.40 A.M., 10.40 A.M., 6.40 P.M. Arrive Elba Station - 6.40 A.M., 10.40 A.M., 6.40 P.M.

## Atlantic Coast Line

EFFECTIVE SEPTEMBER 7, 1908. University School,

Opposite Manage Park

7:25 P. M.
For Narfolk: "8:10 A. M., 47:00 A. M.
\*3:00 P. M., 6:00 P. M. and "7:00 P. M.
For N. & W. Ry., West: "8:10 A. M., 47:00 P. M.
Pror Potersburg: "8:10 A. M., \*9:100 A. M.,
Pror Goldsboro and Fayetteville: "2:20
P. M., 9:10 P. M., 7:25 and 11:30 P. M.
Pror Goldsboro and Fayetteville: "2:20

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Leave Byrd Street Station, Richmon
for Norfolk 18110 A. M., a9109 A. M., a2;
M., '6100 P. M., 57100 P. M. For Lync
urg and the West 18110 A. M., a9109 A. M.
12110 P. M., '910 P. M. Arrive Richmon
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RIGIMOND AND CHESAPEAKE BAY MALLWAY CO.—Summer schedule of electric trains to and from Ashland, stopping at intermediate stations upon signal.—Leave Richmond (Broad and Laurel Sts.): 6:05, 710, 8:10, 9:10, 9:10, 11:10, A. M.: 12:110, 11:0, 2:10, 3:10, 4:10, 5:10, 6:10, 7:10, 8:10, 9:10, 10:10, 11:45 P. M. Lv. Ashlandt, 8:15, 7:00, 8:00, 9:00, 10:00, 10:00, 8:00, 6:00, 7:00, 8:00, 9:00, 10:00, 9:00, 10:00, 9:00,

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